

# LYNCHBURG CITY COUNCIL

## Agenda Item Summary

MEETING DATE: **October 28, 2003**

AGENDA ITEM NO.: 12

CONSENT:

REGULAR: **X**

CLOSED SESSION:  
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Improvements to Irvington Springs Road Project # T0040  
City Engineering # 02023-R**

### RECOMMENDATION:

Approve the attached resolution to add the improvement of Irvington Spring Road to the FY 2004 Capital Budget and reallocate the necessary funding.

### SUMMARY:

Beacon Hill subdivision is a 42-lot subdivision that has been constructed below Irvington Park on Irvington Springs Road. The subdivision's infrastructure is complete and over 50% of the lots have been sold, and the rest have options on them.

The City is concerned about the safety of Irvington Springs Road since it is only 14-15 feet wide in some areas and there will be a great amount of traffic and school buses traveling the road.

The FY 2004-2009 Adopted Capital Improvement Program includes a project to upgrade the entire road from Boonsboro Road to the entrance to the new subdivision in FY 2009. After discussing this project at the June Physical Development Committee (PDC) meeting, staff had a conceptual design and cost estimate completed for the section between Irvington Park and Beacon Hill. The estimated project costs for this section are: final design - \$25,000, right of way - \$5,000, construction - \$300,000 and inspection - \$10,000 for a total project cost of \$348,740 including the \$8,740 already spent on the conceptual design.

The amount of right of way needed is shown on the attached report.

### PRIOR ACTION (S):

May 7, 2003 – PDC heard from two citizens concerning the needed improvements to Irvington Springs Road.

June 3, 2003- PDC authorized a concept study to determine the amount of required R/W and a more precise cost estimate.

October 7, 2003 – PDC recommended the action stated above.

### FISCAL IMPACT:

Funds for this project are available in FY 2004 from a portion of the previously appropriated funding for the Atherholt Road project (\$725,000). The City was to pay for the Atherholt Rd. construction after the road was designed and right of way donated to the City. However this is not moving forward and there are no solid prospects for construction this fiscal year.

Funds in the amount of \$348,740 will be reallocated from the Atherholt Road project to this project leaving a balance in the Atherholt Road project of \$376,260.

### CONTACT(S):

Lee Newland  
Bruce McNabb

847-1360/270  
847-1823

ATTACHMENT(S):

- Resolution
- Location Map
- Letter report including right of way summary and cost estimate
- Letter from Mr. Burruss & Mr. Moomaw
- Revised CIP Sheet for Transportation Projects

REVIEWED BY: Ikp

Resolution

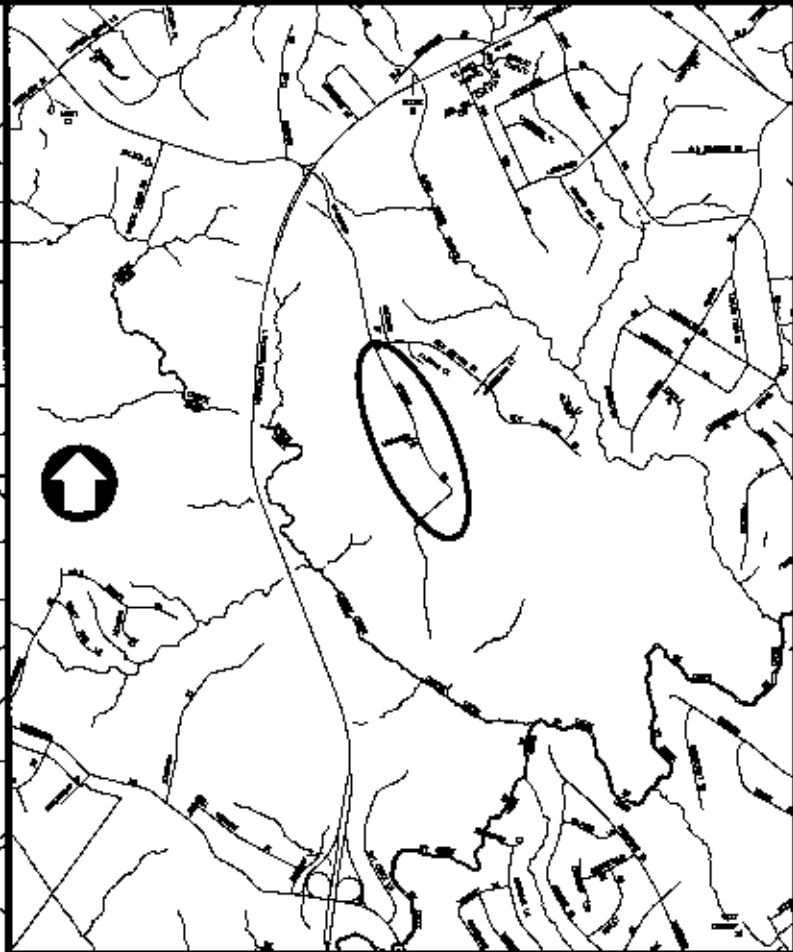
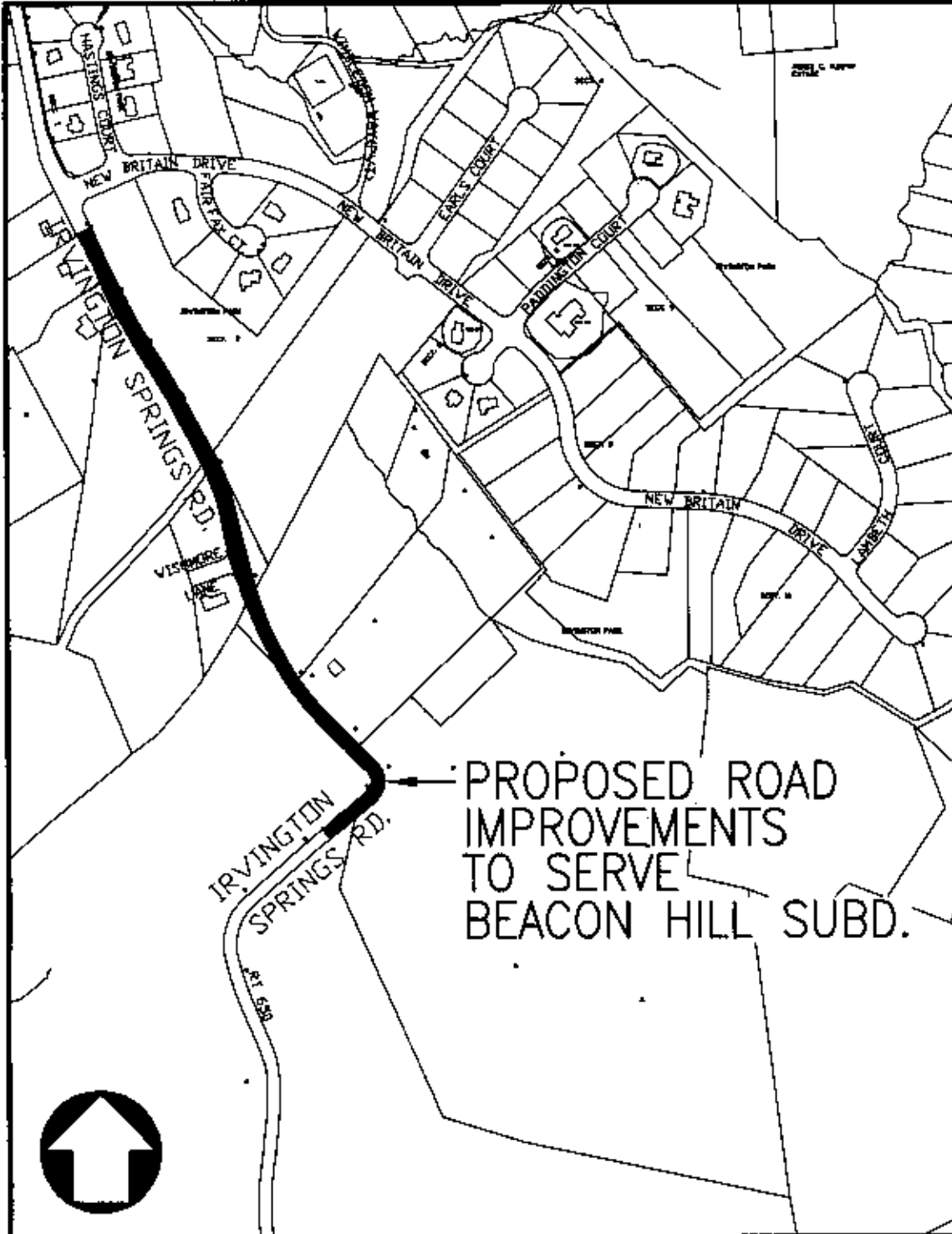
BE IT RESOLVED That the FY 2004-2009 Capital Improvement Plan is amended and that the FY 2004 CIP budget is amended and \$348,740 of the \$725,000 is reallocated from the Atherholt Road Extension project and reappropriated to the Irvington Springs Road Improvements project.

Adopted:

Certified:

\_\_\_\_\_  
Clerk of Council

180L



LOCATION MAP  
NTS

**IRVINGTON SPRINGS ROAD  
PROPOSED ROAD IMPROVEMENTS  
(TO SERVE BEACON HILL SUBD.)**

THE CITY OF LYNCHBURG, VIRGINIA  
**DEPT. OF PUBLIC WORKS**  
ENGINEERING

DESIGNED BY: SAS	DRAWN BY: SAS	CHECKED BY: WEL
APP'D. BY: D.G.C.	PROJECT NO.: 02023-R	
SCALE: NTS	SHEET 1 OF 1	
DATE: 9/26/2003		



September 29, 2003

Mr. Lee Newland, PE  
Director of Engineering  
City of Lynchburg  
City Hall  
Lynchburg, VA 24505

**HURT PROFFITT**  
INCORPORATED

**Re: Irvington Springs Road  
Road Improvements Project**

Dear Mr. Newland:

Per your request, we have performed a detail survey of a portion of the Irvington Springs Road, between New Britain Drive and Beacon Hill Place. The purpose for performing the survey was threefold: (1) complete preliminary engineering for roadway improvements in terms of horizontal and vertical alignments, (2) determine the amount of right of way that would need to be acquired for the project, and (3) prepare a preliminary construction cost estimate for the road improvements.

The parameters that we completed the work under were as follows:

- Roadway section would be a 31' back of curb to back of curb typical section with 5' flat clear zone behind the curb.
- All existing roadway would be removed.
- The pavement design would be 6" base stone, 4" base asphalt mix, 2" asphalt surface mix.
- All traffic would have to be maintained throughout the construction of the roadway.
- Utilize the existing vertical and horizontal alignments to minimize the impacts as much as possible.
- Perform courthouse research to determine the existing property owners and right of way information.

I have enclosed five (5) copies of the Plan and Profile Worksheet and five (5) copies of the Right of Way Acquisition Drawing that were developed as a part of our work. The Plan and Profile Worksheet provides the preliminary horizontal and vertical alignments that can be carried on to the final design of the road improvements. These alignments work well with the existing road, grades, yards, curb and gutters, and utilities.

Irvington Springs Road  
Road Improvements Project

9/29/03  
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2524 LANGHORNE ROAD  
LYNCHBURG VA 24501  
800.242.4906 TOLL FREE  
434.847.7796 MAIN  
434.847.0047 FAX  
WWW.HNP.COM



The Right of Way Acquisition Drawing shows six (6) parcels that permanent right of way will need to be acquired. The following table gives the Tax Map #, Owner, acreage and square footage of the required acquisitions.

<u>Tax Map #</u>	<u>Owner</u>	<u>Area (Acres)</u>	<u>Area (Sq. Ft.)</u>
212-01-03	RF Bennington & Associates, Inc.	0.037	1612
212-01-21	Charles O. Moser & Helen Hill Moser	0.035	1524
212-03-21	Charles O. Moser & Helen Hill Moser	0.018	784
212-03-31	Appalachian Power Company	0.216	9409
212-03-32	Gloria G. Merritt and Curtis Wayne Merritt	0.029	1263
212-03-35	Gloria G. Oliver and Patricia G. McKinney	0.023	1002

In order to develop the construction cost estimate for this project, I contacted several local contractors and gave them a description of the type of work involved. The contractors provided me with unit prices that I have incorporated into the enclosed estimate. These figures represent the estimated construction costs as of the date of this report and do not have inflation or time value consideration taken into account.

I would thank you for the opportunity to work with you on this project. We look forward to being able to carry it forward into the construction documents and on into the construction phase. If you have any questions regarding the information please feel free to contact me anytime.

Sincerely,  
**HURT & PROFFITT, INC.**

Bif Johnson, PE  
Vice President/Engineering

Enclosures



**Irvington Springs Road  
Road Improvements Project  
Construction Cost Estimate  
September 29, 2003**

<b>Road Improvements (length = 1,570')</b>	<b>Units</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>
Clearing & Grubbing	acre	1.25	\$3,500.00	\$4,375.00
Stripping Topsoil	cy	850	\$5.00	\$4,250.00
Pavement Demolition	cy	650	\$6.00	\$3,900.00
Concrete Demolition	lf	50	\$10.00	\$500.00
Earthwork	cy	1000	\$12.00	\$12,000.00
Curb & Gutter	lf	3150	\$16.00	\$50,400.00
Driveway Entrances	each	4	\$1,200.00	\$4,800.00
Storm Inlets	each	8	\$2,200.00	\$17,600.00
Storm Piping	lf	320	\$28.00	\$8,960.00
Heavy Duty Pavement	sy	4700	\$23.00	\$108,100.00
Restoration	acre	1.5	\$4,000.00	\$6,000.00
Erosion Control	ls	1	\$12,000.00	\$12,000.00
Traffic Control	days	40	\$1,000.00	\$40,000.00
Miscellaneous Items	ls	1	\$7,500.00	\$7,500.00
<b>Subtotal</b>				<b>\$280,365.00</b>
<b>Contingency (10%)</b>				<b>\$28,038.50</b>
<b>Total</b>				<b>\$308,423.50</b>

**Notes:**

1. Heavy Duty Pavement is 6" stone, 4" base mix, 2" surface mix
2. Miscellaneous Items include water valve adjustments, meter adjustments, guy wire, etc.
3. C&G price includes stone base plus fine grade backfill

889 Russell Woods Dr.  
Lynchburg, VA 24502  
August 9, 2003

Mr. Lee Newland, Director of Engineering  
City Hall, Lynchburg, Va.

Dear Lee:

The undersigned, Burruss and Moomaw, wish to report to you that, as we agreed to do, we have contacted the property owners on Irvington Springs Road from Irvington Park to Beacon Hill subdivisions concerning their willingness to donate a 10 foot wide right of way to facilitate the improvements to the road. Obviously, we did not have working drawings to show the details of our request but most of the property owners told us that, pending a look at the details, they would be willing to donate the 10 foot strip.

The major exception was American Electric Power Company who has a substation on the road. I finally was put in contact with Mr. Jay Divers in Roanoke, phone # 540 985-2821 or 540 798-5427 and he told me that AEP would sell the land to the city at it's appraised value. He also told me that the process to do this is very involved on their end and will take 9 months to a year to finalize. It is rather obvious that in order to do this project in 2004 as promised, you need to start this process right away.

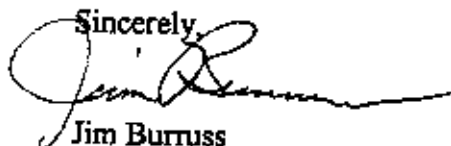
Mr. Curtis Roberts, 168 Irvington Springs Road wants to see the final details as he might have a drainage problem to consider.

As I said earlier, the others are willing to donate and we will be glad to go with you to see them when the final plans and deeds are ready to help facilitate the property deals.

Since we did not do a deed search, it is possible that there could be a small tract that we do not know about. If that is discovered, we will work with you to obtain that as necessary.

Thanks for your help on this project; the traffic situation is really bad on the narrow road!

Sincerely,



Jim Burruss



Frank Moomaw

CC: Mr. Kimball Payne  
Mr. Joe Seiffert



## Transportation Project Detail Summary

SIX-YEAR PROPOSED PROGRAMMING TO BE FINANCED BY THE CITY				
Project Title	FY 2004	FY 2005	FY 2006	FY 2007
<b>TRANSPORTATION</b>				
<b>Adams Road Extension</b>		75,000	0	0
Source of Funding:				
G. G. Bond	75,000	75,000	0	0
<b>Cross-town Connector - Phase I</b>	15,000	55,000	225,000	425,000
Source of Funding:				
G. G. Bond	15,000	55,000	225,000	425,000
<b>Cross-town Connector - Phase II</b>	25,000	30,000	55,000	20,000
Source of Funding:				
G. G. Bond	25,000	30,000	55,000	20,000
<b>Danling Neighborhood Street Improvements</b>	0	0	0	0
Source of Funding:				
Pay-to-Ten-Gu	0	0	0	0
<b>Federal Courthouse Infrastructure Improvements</b>	325,000	0	0	0
Source of Funding:				
G. G. Bond	325,000	0	0	0
<b>Florida Ave. Bridge over Fishing Creek</b>	0	0	0	0
Source of Funding:				
G. G. Bond	0	0	0	0
<b>General Street Improvements</b>	400,000	750,000	750,000	625,000
Source of Funding:				
G. G. Bond	400,000	750,000	750,000	625,000
<b>Green Street/Esplanade Wall Repairs</b>	0	0	0	0
Source of Funding:				
G. G. Bond	0	0	0	0
<b>Greater Lynchburg Transit Company</b>	457,265	533,684	384,408	2,135,813
Source of Funding:				
Pay-to-Ten-Gu	21,000	89,779	38,972	375,654
Other	267,025	464,381	267,025	1,235,157

		SIX-YEAR ESTIMATED NET COST	EXPENSES THROUGH 2004	FY 2004 APPROPRIATION	ESTIMATED COST BEYOND PROGRAM PERIOD	TOTAL ACCUMULATED PROJECT COST
FY 2004	FY 2005					
0	0	805,000	0	0	0	\$800,000
0	0	750,000	Continuing	40,000	0	\$810,000
0	0	0	105,000	0	0	\$975,000
445,000	275,000	240,000	0	0	0	\$200,000
445,000	275,000	0	0	0	0	\$200,000
0	295,000	295,000	0	0	0	\$295,000
0	295,000	0	0	0	0	\$295,000
0	0	375,000	0	0	0	\$375,000
0	0	0	0	0	0	\$0
0	0	0	0	0	0	\$0
0	0	0	0	0	0	\$0
400,000	750,000	3,500,000	Continuing	1,200,000	Continuing	\$5,100,000
400,000	750,000	625,000	0	0	0	\$1,775,000
0	0	0	0	0	0	\$0
0	0	0	0	0	0	\$0
457,265	533,684	7,203,748	170,538	75,492	0	\$7,983,176
21,000	89,779	400,000	32,227	0	0	\$439,006
267,025	464,381	5,803,748	212,673	0	0	\$6,548,827

## Transportation Project Detail Summary - Continued

SIX-YEAR PERIOD PROGRAMS TO BE FINANCED BY THE CITY				
Project Title	FY 2004	FY 2005	FY 2006	FY 2007
<b>Granville Ditch/Route 26 Toll Lane</b>	0	0	0	0
Source of Funding:				
Pay-As-You-Go	0	0	0	0
<b>Prigerson Springs Road</b>	348,750	0	0	0
Source of Funding:				
G. O. Bond	0	0	0	0
<b>Langhorne and Marshall Roads</b>	30,000	0	0	0
Source of Funding:				
Pay-As-You-Go	30,000	0	0	0
<b>Major Bridge Repairs</b>	1,340,000	1,340,000	1,410,000	1,310,000
Source of Funding:				
G. O. Bond	1,340,000	1,340,000	1,410,000	1,310,000
<b>Old Greens Mill Road Rehabilitation</b>	95,000	0	0	0
Source of Funding:				
Pay-As-You-Go	95,000	0	0	0
<b>Old Greens Mill Road - Stage II</b>	40,000	400,000	0	0
Source of Funding:				
G. O. Bond	0	400,000	0	0
Pay-As-You-Go	40,000	0	0	0
<b>Rebuilding Wall Replacement/ Repair Program - General Program</b>	0	0	0	0
Source of Funding:				
G. O. Bond	0	0	0	0
<b>Rebuilding Wall Replacement - Utilities Parking Lot</b>	0	0	0	0
Source of Funding:				
Pay-As-You-Go	0	0	0	0
<b>Revestment Avenue Bridge Repairs</b>	0	0	130,000	1,370,000
Source of Funding:				
G. O. Bond	0	0	130,000	1,370,000
<b>Street Overlay Program</b>	1,010,000	1,030,000	1,000,000	1,131,000
Source of Funding:				
State Highway Maintenance Funds	1,010,000	1,030,000	1,000,000	1,131,000
<b>Traffic Signal Replacement</b>	145,000	130,000	155,000	165,000
Source of Funding:				
Pay-As-You-Go	145,000	130,000	155,000	165,000
<b>Total Estimated Submitted 64-09 CIP</b>	\$4,809,383	\$4,574,284	\$4,378,280	\$7,582,843
Source of Funding:				
G. O. Bond	\$3,330,000	\$2,640,000	\$3,390,000	\$4,130,000
Pay-As-You-Go	\$1,479,383	\$1,934,284	\$988,280	\$3,452,843
State	\$1,479,383	\$1,934,284	\$988,280	\$3,452,843

FY 2008	FY 2009	MAX YEAR ESTIMATED NET COST	EXPENDITURES THROUGH FISCAL YEAR	FY 2009 APPROPRIATION	ESTIMATED COST REVENUE PROGRAM PERIOD	TOTAL ACCUMULATED PROJECT COST
0	115,000	115,000	0	0	0	\$115,000
0	115,000					
0	503,000	503,000	0	0	0	\$503,000
0	503,000					
0	0	50,000	118,000	0	0	\$168,000
0	0					
1,830,000	1,755,000	9,385,000	Continuing	1,018,342	Continuing	\$10,223,342
1,830,000	1,755,000					
0	0	83,000	0	769,755	0	\$864,755
0	0					
0	0	407,300	0	0	0	\$407,300
0	0					
0	0					
0	200,000	200,000	0	0	Continuing	\$200,000
0	200,000					
0	215,000	215,000	0	0	0	\$215,000
0	215,000					
2,130,000	0	1,230,000	0	0	0	\$3,360,000
2,130,000	0					
1,171,000	1,212,000	6,666,000	Continuing	0	Continuing	\$8,666,000
1,171,000	1,212,000					
170,000	135,000	562,000	0	0	Continuing	\$562,000
170,000	135,000					
\$9,838,307	\$6,895,899	\$37,717,843	\$490,538	\$3,063,344	\$2,318,888	\$43,871,885
\$4,990,000	\$4,390,000	\$22,856,200				
\$631,054	\$872,229	\$3,726,760				
\$4,357,113	\$5,427,672	\$42,935,000				
		\$37,717,843				